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12.45 p.m.	12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m.	1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m.	1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m.	2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
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The Daily Press.

HONGKONG, SEPTEMBER 10TH, 1908.

ALMOST six months have elapsed since the
Colony experienced a thrill of pleasurable
excitement by the announcement of Mr.
Morr's generous gift in the interests of a
University for Hongkong. That announce-
ment was followed by His Excellency the
GOVERNOR convening a meeting to consider
the project and a sub-committee was
appointed to go into details. Though
nothing has been published up till now of
the progress of the deliberations, we believe
that the community will soon be in posses-
sion of information regarding the various
proposals which have been under discussion.
What will be still more satisfactory is the
knowledge that the erection of the University
is well within the region of practical
politics. Broadly speaking, only two
schemes have, we believe, been considered.
Each has its interest and each its value,
and though the details are not available
for publication we may briefly state the
nature of the two proposals.At first the committee felt somewhat
pessimistic as to the success of the under-
taking entrusted to them, but with the
exchange of ideas hope revived. The Hon.
Dr. Ho Kai submitted a scheme with the
object of showing how the University might
be inaugurated on simple lines and yet
grow to a successful institution whose
influence would be felt all over the East.
His idea, we understand, was to establish
a University proper with a small number
of students, say from 40 to 60, but attached
to this, either temporarily or permanently,
a Training College was suggested where in-
struction could be imparted through the me-
dium of the vernacular and written Chinese.As the professors would not be occupied more
than a few hours each day in lecturing to
the few undergraduates in the University
they would have ample time to lecture as
well to the students in the Training College,
for which, of course, they would receive
additional remuneration. Interpreters, who
were past students in the subjects dealt
with, would translate the discourses of
the lecturers, and by this means
large numbers of Chinese, not having
lingual difficulties to hamper them, would
readily acquire Western technical and
scientific knowledge and prepare the way for
the men with better qualifications who
followed from the University. The fees
derived from the training college would
help to maintain the University until it
became self-supporting. Then the Training
College could either be transferred or
abolished.The other scheme which has been
before the Committee is one outlined by
His Excellency himself, and to some
extent it is opposed to the suggestion of
Dr. Ho Kai. His Excellency's propo-
sition is to house the College of Medicine
and the Technical Institute in the University
Buildings, each to pursue its separate course
until absorbed by the higher. The
GOVERNOR anticipates that the structure
would be completed in two years and during
that time an adequate endowment might be
accumulated. At any rate he does not coun-
sel waiting until the endowment has been
secured. No, despite depression in the Colony
he has confidence in the generosity of our
citizens to attain that end without much
difficulty, and with a Chinese promise of
support—though it has not yet, we under-
stand, been formally made—the optimum
feels justified. From \$750,000 to
\$1,100,000 would be required for the
endowment and in so far as the sum falls
short of the higher amount by that extent
will the scope of the institution be curtailed.When the buildings are completed the local
teaching staff recommended by the sub-
committee and as many professors as funds
will permit will be engaged. Probably one,
two or three chairs will be established at the
outset; the number depends on the money
available for the purpose. Then, if there
be a sufficient nucleus of pupils who can pass
an entrance examination a beginning will
be made with the University under local
ordinance. The University course would
take four or five years and during that
period the promoters may hope to see the
endowment increased. Then with the
University as a going concern, and if there
are students able to graduate, application
could be made for a charter. As opposed
to the idea of the Hon. Dr. Ho Kai, His
Excellency indicates that instruction
should be in English with a few English-
speaking and qualified Chinese instructors
to assist by explaining difficult points.
The proposal makes it a condition that
the University should grant no degrees
that were not up to an English standard.
Such in short represents the two schemes
which have been under consideration. Of
course we do not vouch for the accuracy of
the details as we are not yet in possession
of the printed statement which will shortly
be published.It will be noted that both schemes have
this in common: they provide for a modest
start with provision for the natural expan-
sion which may be expected to follow. Dr.
Ho Kai's proposal would undoubtedly place
Western knowledge within easy reach of
students. It would obviate the long period
of study which precedes a mastery of
the English language—an accomplish-
ment which is necessary to their enter-
ing the University. His contention seems
to be that the half measure supplied by the
partially educated men who pass through
the affiliated college would make the Chinese
more ready to accept the full measure
supplied by the men who graduated at the
University. Doubt may be expressed as to
the wisdom of this, but coming from such
an authority the point is certainly worth
considering. On the other hand the plan sketched
by His Excellency is more in accord
with British ideas. It keeps the University
to its distinctive position, but, until the
details are made public it is perhaps better
not to pass any comment. However the com-
munity will feel assured that the Committee
have been working towards the object for
which they were appointed—and that consid-
erable progress has been made. Dr. Ho
Kai has withdrawn his scheme so as to
obviate all delay, and as the site has already
been chosen—a piece of ground on the
hillside opposite Fairley's—we may hope to
see work commenced on the buildings with-
in a comparatively short time, especially as
there are gentlemen of financial standing
who have declared they will see it through.
That speaks success. With such knowledge
the public may reasonably look forward
to the time when the city will become a
seat of learning renowned in the East and
when her sons will proudly hail their Alma
Mater. "Floreat Hongkong."The Yokohama Specie Bank intends to
establish branches in Bangkok, Singapore,
Montreal, Vancouver, and Seattle.A typhoon warning received by the American
Consulate-General in Hongkong, from the
Manila Observatory, yesterday 11 a.m., read:
"Cyclone or typhoon S. E. of Naha, recurving
North-eastward."Yesterday the N. D. L. steamer "Lützow"
arrived in port on her first trip to the East.
She has excellent passenger accommodation, and
like the other steamers belonging to the same
company is a veritable floating palace.The many friends of Police Inspector James
Kerr will be pleased to learn that telegraphic
information was received in the Colony yesterday
of his marriage at Melbourne to Miss Simm,
eldest daughter of Senior Constable Simm of
Carlton, Melbourne.A young European clerk committed suicide,
at Singapore, last week, by shooting himself
in the head. He had been in ill-health for
some time and had recently taken a trip to
Hongkong but the change did him no good.
The name of the young man is not published
in the Singapore papers.It is announced that Mr. Bindmann is
reconstructing his comedy company with Miss
Florence Hamer, who has now ties in the East,
still in the lead. Mr. Claude King does not
return, and as to his Musical Comedy Company
he is bringing out from home, Miss Blanche
Vandon, who is a disciple of Miss Maud Allan's
and dances the Salome dance.The Chinese are making great efforts to get
themselves smuggled into Australia in spite of
the Commonwealth immigration laws, which
exclude this kind of importation. Last month
the Federal immigration searchers at Sydney
discovered nine Chinese lying on the top of
boilers in the German vessel "Prinz Waldemar."
When found, they were so covered with dust and
grease as to be almost unrecognisable as human
beings.An official dinner took place at Government
House last night, when the following were
invited:—Mr. A. Babington, Mr. Nalin, Mr.
Van Houten, Mr. and Mrs. Oakley, Mr. and
Mrs. Hollingsworth, Mr. and Mrs. Kadoorie,
Dr. Hayler, Capt. and Mrs. Rankin, Capt.
and Mrs. Hutton, Hon. Mr. and Mrs.
Graham, Col. and Mrs. Chamber, Major and
Mrs. Anderson, Major Jones, Mr. and Mrs.
Stanley Allen, Mr. Stephens, Miss Hor-
nail, Mr. Takamichi, Mr. and Mrs. Arima, Dr.
and Mrs. Moore, Mr. and Mrs. Shollin, Mr.
and Mrs. Paget Hott, Mr. Matsuda.
The following were unable to attend:—Mrs.
Nalin, Mrs. Van Houten, Mr. and Mrs. J.
M. Beck, Mrs. Takamichi, Mrs. Matsuda.The modern development of the electrical
business in Japan, says a Japanese commercial
paper, has resulted in such a large demand for
electric wire that the annual sale of the article
now amounts to about ¥8,000,000. Of this
¥5,000,000 worth is imported from abroad. It
is admitted that the imported wire exceeds the
home-made in quality, and is generally used in
warehouses, steamers, and also for underground
work. The art of electric wire manufacture
has, however, made rapid strides in Japan of
late years, and this, coupled with the ample
supply of cheap copper, has reduced the cost of
production, with the result that the wire is
offered at a price considerably lower than is
charged for the imported article. The Sumitomo
firm has now under consideration the establish-
ment of an electric wire factory. The Furukawa
Copper Mining Office has also decided to
erect a factory for the manufacture of wire.
The Yokohama Electric Wire Company, taking
up one-half of the latter firm's capital
(¥1,200,000).Apparently there is a little difference of
opinion between Spanish Consuls in China.
Recently the Consul-General at Shanghai
notified by advertisement that Spanish pro-
tection had been withdrawn from quite a large
number of Chinese subjects registered at the
Spanish Consulate at Amoy. Now we observe
in the Amoy Gazette a notification signed by
Mr. F. R. Almeida, the Spanish Consul there,
which reads as follows:—"It is hereby notified
that all the 'Patentes de Proteccion' granted to
Chinese and duly registered at this Consulate,
are always valid in the territory under the
jurisdiction of the same until an official notifica-
tion will be made by the Spanish Consul at this
port. According to the 18th article of the
Regulations for the granting of the protection
in the East, published by the Spanish Govern-
ment on the 6th September 1871, the Foreign
Office in Madrid, after a careful examination,
is the only one authorised to cancel or to ratify
the 'Patentes de Proteccion' granted by the
Spanish Consuls."AUSTRALIA AND ASIATIC
IMMIGRATION.Colonel Seely's speech on the Colonies and
Asiatic immigration recently reproduced in the
Daily Press evoked much weighty approval in
Australia especially as the principles which he
lays down are those on which Australia has
always acted, alien residents sharing civil rights
without colour distinction. This, indeed, says
the Times correspondent is the basis of the
exclusion policy, since Australia refuses to
admit a class of permanent residents, and
admitted with civil rights, except in the case
of the aborigines, who are State wards.The Sydney Daily Telegraph calls the speech
timely and reassuring and fully accords with
Australian views. The Morning Herald says
that it constitutes a full and frank admission
of the colonial position. Things are seen in
the light of the perspective. The suggestion of the
use of the word 'alien' is excellent.
Indeed, the speech rouses hopes that the
Secretary, which is now considered illusory,
may soon be developed in accordance with
colonial wishes.

TELEGRAMS.

[REUTERS SERVICE.]

GREAT BRITAIN'S UNEMPLOYED.

LONDON, September 7th.

On Saturday Prince Arthur of Connaught
reviewed ten thousand of the Boys Brigade
at Glasgow. The unemployed had intended
to intercept his carriage, but being overawed
by the police they merely "boomed."After a meeting yesterday at Glasgow at
which violent speeches were made, two
thousand socialists and unemployed at-
tempted to rush the cathedral at the
commencement of afternoon service. The
police who were forwardly called out to the
rescue and drove the mob back with their
truncheons. In the melee which lasted
fifteen minutes, a number of nasty wounds
were received on both sides.At Norwich yesterday a hundred unem-
ployed visited the Cathedral and frequently
interrupted the Dean who denounced
socialism.A Trades Union Congress has been
opened at Nottingham with a record atten-
dance representing 1,776,000 members. In
his presidential address, Mr. Shalton,
Labour member for Clithero, said the
Congress was of unusual importance, es-
pecially in reference to the question of the
unemployed. In that connection he strongly
urged as a remedy a reduction in the
hours of labour, but the question required
to be dealt with internationally. He urged
the Government to arrange an international
labour unity conference in London. He
also said that the age limit for old age
pensions must be reduced.

GERMAN ARMY MANGEVES.

Grand German Army manoeuvres, in
which the fighting is over the battle ground
of 1870, began at dawn in Alsace-Lorraine,
practically on the French frontier. Seventy
thousand troops are engaged.

BRITISH TRADE.

LONDON, September 7th.

The decrease in British imports for
August amounted to £6,544,396 sterling
and exports to £7,012,368 sterling.
The latter includes cotton manufactures
£1,852,861, and iron and steel one million
sterling.

HONGKONG UNIVERSITY.

Within a few days the proceedings of the
University Sub-Committee will be published
and although they have not yet become public
property we learn that the preliminary discus-
sions have been fraught with good results. Two
schemes have been under consideration. One
by the Hon. Dr. Ho Kai, suggests beginning
with a University, to which should be attached
temporarily or permanently a Training College
where instruction could be imparted by means
of the vernacular and written Chinese. The
fees from the Training College would support
the University until the number of students
in attendance at the university, rendered
unnecessary the assistance derived from this
affiliated college, which could then either be
transferred or abolished. The second scheme
has been proposed by His Excellency the
Governor who advocates both the College of
Medicine and the Technical Institute being
housed in the University buildings, the erection
of which should be proceeded with at once.
During the two years before the structure would
be completed the endowment fund might easily
be raised to the amount adequate to make a good
start. The teaching staff, with one or two
professors, would be engaged, and by the time
there were students qualified to pass entrance
examinations and subsequently able to graduate
the University would be a going concern. Then
a charter could be obtained and Hongkong
University would enter on its career of
usefulness.The sub-committee is composed of Dr. Atkin-
son, Hon. Mr. Follett, Mr. Chatham,
Hon. Dr. Ho Kai, Dr. H. H. Wright, Dr. Thomson,
Mr. Crowley and Mr. Turner, with Sir
Paul Chater as chairman.

THE LEGION OF FRONTIERSMEN.

ITS GROWING STRENGTH.

The Legion of Frontiersmen is making
considerable headway in the United Kingdom,
and is said to be increasing at the rate of 1,000
a year. Since the annual meeting in June,
they have done magnificently in South Africa
and Canada, and also in the Bombay Presidency.
Only trained men and men who have seen
active service are enlisted. The English Com-
mands have nothing to do with the Territorial
Force, but they are officially recognised for
service in Great Britain, Canada, Australia,
South and East Africa, and Bombay. Only
men are enlisted who, for various reasons,
cannot comply with the regulations applicable
to the "Territorial" but who are nevertheless
efficient men. Although the organisation was
only started two and a half years ago, the Com-
mands which are entirely self-supporting, could
call out 3,500 Officers and men. They are not
organised for actual fighting purposes, but
constitute an intelligence and a well-armed force,
acting as guides, scouts, pioneers, and swift-
footed messengers. Fully 95 per cent. of the Frontiers-
men are qualified for mounted work as well as
foot work. General satisfaction has been
expressed by the men at the interest which the
King and the Prince of Wales take in the
movement. Most of the encampments and
marches for the year are over, but one Birming-
ham Command is to hold a camp of instruction
from the 1st to the 8th August. The London
Command, under Colonel Driscoll, R.S.O., is
making arrangements to hold a grand three
days' tournament during the autumn.

THE HON. MR. WEI YUK, C.M.G.

THE INVESTITURE.

The investiture of the Hon. Mr. Wei Yuk
with the Companionship of the Most Disting-
uished Order of St. Michael and St. George
took place at Government House last evening
in the presence of a large gathering of ladies
and gentlemen, which included many of the leading
Chinese residents of the Colony. His Excel-
lency, in Windsor uniform, entered the hall-
room with Colonel Darling R.E., on his right
and Rear-Admiral Stokes on his left. Behind
followed the leading officials and mem-
bers of the Executive and Legislative
Councils, for whom seats were provided on
either side of the Governor. As soon as His
Excellency had taken his place, the Hon. Mr.
Wei Yuk was escorted into the room by the
Hon. Dr. Ho Kai and the Hon. Mr. William
Chatham, both Companions of the Order.His Excellency then said:—Mr. Wei Yuk,
I am deputed by His Majesty King Edward to
present you in his name and on his behalf
with the insignia of the Companionship of
the most Distinguished Order of St. Michael
and St. George which he has been pleased
to confer upon you. Your long and loyal
service to the Government of this Col-
ony, and the absolute integrity and rectitude
of character which distinguishes you, is known
and appreciated alike by the British and Chinese
communities. For many years, and more
especially in times of difficulty and disorder,
the Registrar-General has looked upon you
as his right-hand man. In suppressing the
Triads, in the strike of 1894, in the Nansen
piracy affair, and also in the reorganisation of
the district watchmen by Dr. Stewart, and
more recently, since I have been here, in the
management of the Po Leung Kuk, and as a
member of the Legislative Council since 1902;
in all these and in many other matters you
have, during a long public career, served
His Majesty and the interests of the Colony
loyally and well. I am quite sure that I
voice the general opinion of your fellow sub-
jects, British and Chinese, in Hongkong, when
I say that we believe that there is no one
better deserving the honour which His Gracious
Majesty, by my hand, confers on you today.
On behalf of the whole community I offer
you congratulations, and express the hope
that you may long be spared to continue to
render public service as you have done in the
past; and I would desire to add my own per-
sonal most hearty and cordial good wishes.His Excellency then handed to Mr. Wei
Yuk the documents appertaining to the honour,
and pinned the decoration to his breast.
This ended the ceremony and the company
were invited to partake of refreshments. The
Hon. Mr. Wei Yuk remained busy receiving the
congratulations of his many friends.

ST. ANDREW'S SOCIETY.

The report of the Hongkong St. Andrew's
Society for presentation at the Annual General
Meeting to be held at the City Hall, on Friday,
25th September, states:Gentlemen,—Your Committee have pleasure
in presenting to you their Annual Report and
Statement of Accounts for the year ending 31st
August, 1908. The balance at the credit of the
Society now stands at \$1,871.47.St. Andrew's Day, 1907, was celebrated by a
Ball, which proved both a social and financial
success. There was a credit balance of \$127.77
being less by \$531.16 than the previous year
when the profit was \$723.93.On Friday, 3rd January, the officers of the
Cameroon Highlanders were entertained by the
Committee at a dinner, and the men of the Regi-
ment were invited to accept the hospitality of
the Society which they did. Their stay in the
Colony was expected to be one of two or three
days only, and the necessary arrangements had
to be more or less rushed, but, thanks to great
measure to the efforts of Mr. T. F. Hough, the
entertainment to the Regiment was most
successful, and was also fully appreciated. The
cost of entertaining was met by private sub-
scription from members.Mr. C. H. Ross was invited to join the
General Committee on the departure of Mr.
Henry Keewick from the Colony, and accepted.Eleven new members joined the Society
during the year as against 44 in the previous
year. The Committee would specially ask the
assistance of members in securing new
members. The entrance fee is only \$5.00
and the annual subscription \$2.00.R. SHAWAN,
Chairman.DAVID WOOD,
Acting Hon. Secretary.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. Asa Maru (European Line)
left Moji for this port via Shanghai on the 7th
inst., and is expected here on the 14th inst.The N.Y.K. str. Tosa Maru (American Line)
left Kobe for this port via Moji and Shanghai
on the 8th inst., and is expected here on the
17th inst.The N.Y.K. str. Yotori Maru (Bombay
Line) left Colombo for this port via Singapore
on the 7th inst., and is expected here on the
23rd inst.The P&O str. Empress of India arrived
Yokohama at 7.30 a.m. on Wednesday, the 9th
inst., and left again at 3 p.m. same day for Kobe
where she is due to arrive at 4 p.m. to-day.The S.N.K. str. Tsurumi which left
this port on the 4th ult., was delivered in Lyons
on the 6th inst.

CANTON.

[FROM OUR CORRESPONDENT.]

SEPTEMBER 8th.

CONSTITUTIONAL GOVERNMENT.

Viceroy Chang has received a dispatch from
the Grand Council at Peking stating that, in
view of the public agitation for "Constitutional
Government, the Throne has recently issued
an Edict fixing a definite time for the establish-
ment of Parliament. The dispatch goes on to say
that the Empress Dowager and the Emperor
consider that great responsibility is attached
to all officials, high and low, in this important
matter, as they had taken a leading part in
recommending Constitutional Government. Con-
sequently, it is their duty to cause thorough
investigations to be made for the purpose of
ascertaining what is the best procedure. If
there are any persons well versed in Constitu-
tional Government it is the duty of all Viceroys
and Governors to recommend them, so that the
Throne may know those who are useful and
employ them.All officials are requested to exhort the
educated classes who are against the establish-
ment of Constitutional Government and forbid
them involving the public to protest against
it. They are also to forbid the making of
sedition speeches.

NEW FIRE-ARMS REGULATIONS.

The Waiwun has sent to the Viceroy copies
of the new regulations regarding the importa-
tion of fire-arms into China by foreign mer-
chants. It is said that the new regulations have
been approved of by the Foreign Ministers at
Peking. The Viceroy is requested to dis-
tribute copies to all the Customs Houses and
British Stations within his jurisdiction. This
is the outcome of the "Tatsu Maru" affair.

SLAVE LAWS.

It is reported that Viceroy Chang has in-
structed the Provincial Judge to draw up a law
covering the prevalent custom of selling boys and
girls as slaves. A clause must be inserted giving
right of redemption within a fixed period, a
reasonable rate of interest being allowed on the
purchase price. The purchaser of a girl is to
be prohibited from re-selling her to any house of
ill-fame.

OPIMUM LICENSES.

Up to about a month ago anybody who wished
to obtain an opium license could easily do so by
going to a licensed opium shop and purchasing
some opium. He would be immediately arrested
and fined a couple of dollars for purchasing
opium without a license, and a license would
thereupon be given to him, free of charge. Dea-
lers in opium licenses have often made use of
this trick and the officials were pleased to see it
repeated as it benefited both parties. This is
the surest and quickest way to obtain a license.
A license is granted to a person free of charge
and, but the officials make nothing out of
it, they are usually rather slow in granting
licenses; then, again, an applicant has to answer
a series of questions and go through a lot of
unnecessary trouble in obtaining it. The
result is that very few opium smokers care to
take the trouble to go personally to the police
stations and apply for a license. This has created
a new line of business known as the opium
license trade.I am informed that the Government has
ceased issuing the paper licenses and intends
calling in all the present licenses and replacing
them with wooden ones, in which case a fee will
be charged all new applicants. The price of
each license is quoted as 10 taels in Fatsien,
and business is said to be rather brisk.

SMUGGLER ARRESTED.

It is reported that Captain Lai Chan Hoi,
who was recently appointed Captain of the Shan-
gung Guard, has arrested a Chinese stoker of the
s.s. "Hourg Shan" who is alleged to have been
implicated in the smuggling of the 200 lbs.
of dynamite and 2,000 percussion caps. The man
is now detained in Luis Yamen pending
investigations, which are expected to lead to
the arrest of other persons who were connected
with the affair.The explosives have been dumped into the
River near Pu Moon (Tiger Fort). The
Custom House Officers who made the seizure
have been rewarded with Tia. 160, being 80 per
cent of the value of the articles seized.

REINSTATEMENT OF CASHTERED OFFICIALS.

Viceroy Chang has recently memorialised the
Throne to reinstate many officials who were
cashiered or degraded by ex-Viceroy Shun.
Prominent among them are ex-Marshall So
Yuen Chan, ex-Nam-Hoi Kai King Fook,
ex-Colonel Li Sai Kwai and ex-Professor Li
Ka Chent. Pui was to return to Canton
and receive official appointment, but the
merchants here, on hearing the news, im-
mediately petitioned the high Cantonese
officials in Peking to take measures to prevent
Pui's return to Kwangtung. Li Sai Kwai is
now in Canton and is the monopolist of the
Western Suburb Fentan. It is reported that
he is about to receive an official appointment.
Li Ka Chent is on his way to Canton and will
be appointed Prefect of certain Prefectures.A few days ago His Excellency received a
despatch from Peking in reply to a memorial sent
by him reinstating the cashiered officials ex-
Sub-prefect Shun Lun Shu and ex-Colonel
Lui Chan Kok, who were cashiered on account
of the Linchow massacre.What is especially noteworthy about this
fact is that the Viceroy has given them their
former positions in Linchow again. In the
Viceroy's memorial he enumerated these two
officials from responsibility by stating that it
was beyond their power to suppress the riot
which occurred so suddenly, and he blamed the
American Missionaries who, he said, had caused
the riot by rousing the anger of the people
through interference with a religious ceremony.Of the 21,836 Chinese in the Rand on June
30, twenty-three died during July, one was
struck off the strength, and 3,199 were
re-patriated. The total number in the country on
July 31 was 18,418.

SUPREME COURT.

Wednesday, September 9th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT
(CHIEF JUSTICE).

THE HONGKONG AND SHANGHAI BANKING CORP.
Action was brought by Lau Man Cho, otherwise Lau Hok Shun, to recover from the Hongkong and Shanghai Banking Corporation 34 title deeds which, plaintiff alleges, are his property, and are wrongfully detained by the defendant.

Mr. M. W. Slade, instructed by Mr. J. Scott Harrison (of Messrs. Ewens and Harrison) appeared for the plaintiff, while the Hon. Mr. H. B. Pollock, K.C., instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) represented the defendants.

The statement of claim set forth that the plaintiff was a gentleman residing at Shanghai. The defendants were wrongfully in possession of documents, the property of the plaintiff, and, although plaintiff had demanded them, the defendants had refused to give them up. The claim was for the delivery of the said documents or \$600,000 damages.

The statement of defence said that defendants' position was lawful. The documents were handed to the defendants by the Wang Fung firm, in which firm plaintiff was a partner, for the purpose of securing the re-payment to the defendants of certain bills of exchange with interest. The said bills were drawn in the usual way of business of the said firm, for the purpose of obtaining money from the defendants for the use of the said firm, the proceeds received from the defendants on the sale of the said bills being paid by the drawers (who acted as agents for the Wang Fung firm in the negotiations) to the said firm. If (which the defendants did not admit) the documents were the property of the plaintiff, and were not the property of the Wang Fung firm, the plaintiff authorized the firm, or in the alternative negligently put it in the power of the firm by entrusting them with the possession of the documents, to charge the documents as a security in the manner aforesaid. Some of the bills were still unpaid, and there was owing to the defendants in respect of such unpaid bills for principal alone the sum of \$1,340,450.83.

In the alternative, the defendant said that the proceeds of such unpaid bills has been applied for the use or benefit of the Wang Fung firm. The defendants were in the circumstances entitled to a charge, or in the alternative, to a lien as bankers, or in the alternative to retain such documents for the purpose of securing repayment to them of the said principal and all interest due thereon, which principal and interest was due and owing to them by the said firm, and by the plaintiff as a partner therein. The defendants did not admit that the documents or any of them were the property of the plaintiff, and denied his right to recover them. Further, they said the Court had no jurisdiction to determine the title to land or to a charge or lien on land which was situated in a foreign country, namely at Canton in the Empire of China. Proceedings were now, and were at the time of the commencement of this action, pending before the parties to this action in China, before the Nanchow Magistrate at Canton, in connection with the right of the defendants to retain possession of the title deeds. In the said proceedings before the Nanchow Magistrate, wherein the defendants in this action were plaintiffs and the plaintiff was defendant, the plaintiff in this action had put in certain pleas by petition, thereby submitting to the jurisdiction of the said Magistrate in connection with the title deeds of the said land. Under these circumstances the institution and continuance by the plaintiff of this action was vexatious and embarrassing to the defendants and was an abuse of the process of the Court. The defendants further made a counter claim for the payment by the plaintiff to the defendants of \$1,340,450.83, together with interest thereon at the rate of eight per cent. per annum.

Mr. Slade said he ought to have mentioned that an appearance was entered by the defendants in this action conditionally, but without their having obtained leave to file a conditional appearance, and without their taking any steps upon that conditional appearance to set aside the writ or anything done thereunder.

Mr. Pollock thought, seeing the pleadings had been read, that he should take the point of jurisdiction. The first point of jurisdiction was a question which did not seem to require any evidence to support it. His Lordship would see in the statement of defence that this Honorable Court had no jurisdiction to determine the title to land, or to charge or lien on land situated in a foreign country. Although it was a fact that this claim of the plaintiff was for the return of certain deeds handed to the defendants, his Lordship would appreciate that the question of the title to the land was involved, that was to say, to the extent of whether or not the defendants had any charge, or lien or security upon the land which was represented by these deeds. By way of emphasizing that point, Counsel referred to the prayer of plaintiff in the statement of claim. Plaintiff claimed the delivery of the said documents to him, or \$600,000 damages. It was obvious that these deeds—pieces of paper—as apart from the property which they stood for and represented, were of very little value; but, obviously, the reason why the alternative claim was made for \$600,000 was because that would be the value the plaintiff would put upon the property represented by the deeds. The defendants said these deeds were deposited with them as security, and that the deeds were deposited by people who were authorized by plaintiff. The point really raised was what was ordinarily called an equitable deposit of deeds as representing the property included in the deeds. As his Lordship was aware, such things were constantly

done; deeds were deposited as security, and that formed what was known as an equitable charge on the land represented by those deeds. It was not in every case that a formal document of mortgage was drawn up conveying the property.

His Lordship—Where was the deposit made? Mr. Pollock—The deeds were brought to the defendant bank here. Obviously the effect of the charge would have to be determined according to the law of China because the title to the land would be registrable in China. To put it shortly, the land register of this property was not within the jurisdiction. The land itself was without the jurisdiction, and Counsel submitted that the only authorities—which possessed jurisdiction to deal with the title to the land were authorities outside the Court—the Chinese authorities.

His Lordship—It seems there is a new registration law.

Mr. Pollock—I think your Lordship knows there is a certain register kept in China?

Mr. Slade—I don't think the Court can take judicial knowledge of the law in China.

His Lordship—If your proposition is good it stands quite irrespective of registration.

Mr. Pollock—Whether this Court could, as it were, issue a mandate to the Chinese authorities to direct them in this matter—to direct them adopting the plaintiff's point of view, that the plaintiff is entitled to this property free from any charge of the Hongkong Bank or not.

His Lordship—Surely the only question is whether a charge exists or not.

Mr. Pollock—This would be obviously a question affecting the title of property in China; that is to say, your Lordship's decree, whatever it may be—whether in favour of the plaintiff or the defendant—will affect the right of property outside the jurisdiction.

His Lordship—Assuming there is a registration law in China, the question of title can only be influenced by the man in possession of the title deeds.

Mr. Pollock—The title deeds are merely the symbols of property. If they were not recognized as symbols, the Bank would say they were mere papers.

His Lordship—There are a number of cases in which the Courts have dealt with mortgages relating to foreign lands.

Mr. Pollock—I don't think there is any case which would go to the extent of giving the Court jurisdiction. We submit your Lordship must take cognizance of the fact that there are some authorities in China whose business would be to determine on application whether a charge would be registered or not.

His Lordship—That does not advance your proposition in the least. Supposing there were none, you must treat the question precisely as you would suppose this was a charge on land in England.

Mr. Pollock—I submit not. It seems to me that the question is whether this Court can assume jurisdiction. If the Bank cannot prove they took those deeds and took them with all the necessary authorities, then, of course, the Bank's claim cannot be maintained. The Bank's position all through is, as it were, an inroad on the title of the plaintiff.

His Lordship—I think the matter falls within the jurisdiction.

Mr. Slade then opened the plaintiff's case. He said the plaintiff was a Chinese gentleman, a scholar of very high attainments and a very successful business man. For some five years from about 1890 to 1895, he was the farmer of the Waiping lottery in the Province of Kwang-tung, under concession from the Viceroy of the Two Kwang provinces. Toward the end of that concession, which was for five years, plaintiff was desirous of going north on business, and he entered into an arrangement with seven men—all of whom were men of position and all of whom were reputed to be wealthy men—that they would act as his agents on certain terms for the completion of the then existing lottery concession, and, further, they were to apply for, and work in conjunction with himself, a concession which they hoped to obtain for the next period of six years. On the expiry in the end of 1895 of his term, his agents, the Wang Fung Co., applied for the new concession, but without success. It was granted to two merchants who, after working it for about a year, failed, and in 1896 the Wang Fung Co. obtained the concession of these lotteries for a period of seven years, which expired in June, 1904. In the concession in which he was farmer plaintiff owned the whole of the property and the capital employed in the carrying on of this firm, but the whole of this property was left in the hands of his agents for the purpose of carrying on the second term which he hoped to obtain.

The hearing was adjourned.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 8th at 9.30 p.m.—The typhoon to the South of the Looshees, appears to be moving towards N.W.

On the 9th at 11.50 a.m.—The barometer has fallen moderately over the Looshees, and risen slightly in the Philippines.

The typhoon is now situated to the S.E. of Naha (Looshees). It appears to be moving Northwards.

Pressure has increased moderately on the N.E. coast of China, the depression lying in that neighbourhood yesterday, having moved away to the N.E.

Pressure is high over N.E. Japan, and over China to the North of the Upper Yangtze.

Light or moderate N.E. winds may be expected in the Formosa Channel, and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—N.E. winds, light or moderate; fair.

Hongkong & Neighbourhood, Same as No. 1. South coast of China between Hongkong and Lamook, Same as No. 1. South coast of China between Hengkong and Hainan, Same as No. 1.

AT THE MAGISTRACY.

Earnest Wellberg, and John Smith were yesterday ordered to pay fines of \$3 and \$3 for disorderly conduct in the compound of the Sailors Home.

The coolie who hid behind some boxes in Messrs. Blackhead's while the place was being locked up and who afterwards stole \$150, ten lead pencils and seven looking glasses was brought before Mr. Kemp yesterday and sentenced to three months' hard labour.

A Japanese watchman who refused to pay his tram fare and assaulted the conductor when asked for it, was yesterday ordered by Mr. Kemp to pay a fine of \$3 for the first offence and \$5 for the second. His Worship asked Mr. Glendenning, who appeared in the interests of the Tramway Company, if he objected to compensation being paid to the conductor, and Mr. Glendenning expressed the opinion that it would open the way to malpractices.

A Chinaman presented a richa coolie for demanding more than his legal fare and also with assaulting her. Her story was that he took her from St. Francis Street to Gough Street and when she tendered him fourteen cents he wanted more and as she did not comply with his demand he struck her on the eye. After hearing the evidence his Worship said he was not satisfied as to who struck first. However he would fine the coolie \$2 for demanding more than his fare and \$2 for the assault.

An interesting case was mentioned yesterday. A German lady, Mrs. Baker, residing at 3 Park View, was surprised on receiving a letter from her husband to learn that he had forwarded one a few days before enclosing \$100 which she had not received. On making complaints at the Post Office inquiries were instituted with the result that the boy in her employ was arrested on suspicion; the postman who delivered the letter containing the money, having declared that he was the individual to whom he handed the letter. He was remanded pending further inquiries.

MACAO.

[FROM OUR CORRESPONDENT.]

September 9th.

FATAL ACCIDENT AT CEMENT WORKS.
At the Green Island Cement Works, on Friday, a Chinese workman who was caught in the machinery belts was crushed to death. An inquiry was held by the coroner, and a verdict of accidental death returned.

YACAS IN CHIN-SAN GARDENS.
A picnic at which a number of Naval officers entertained their friends in Chin-San Gardens on Sunday ended in a free fight with a party of Chinese. It is a noteworthy fact that when our sailors attend anything of this kind in these gardens some extraordinary event takes place. In future it will be wise for foreigners on pleasure bent to avoid Chin-San, for the Chinese will no doubt be thirsting for revenge after this latest occurrence. When the party arrived at the gardens the band began to play and dances were organised. Celestials in the vicinity, thinking it was a free show, gathered by "look see," but the sailors objected to their presence and attempted to drive them away. One of the native spectators, a Mandarin's soldier, objected to being turned away, and picking up a bottle brandished it threateningly. A sailor attacked the man and turned him out of the gardens. Later, when the party were returning home, they were attacked by a mob of Chinese, and a free fight resulted, but fortunately no serious damage was done on either side.

MACAO'S REVENUE AND ADMINISTRATION.
The two largest sources of our Colony's income are derived from opium and fan-tan. From the former we gain some \$400,000 a year, and from the latter about the same amount. I do not know whether the Government have ever thought how, when the revenue derived from the opium traffic disappears, they will make up this sum. A substantial amount is derived from fan-tan, but it is doubtful whether this will continue a permanent source of revenue. There are other monopolies granted by Government, but they are scarcely worth mentioning. The Santa Casa Lottery is not likely to have a long run, as the tickets are now offered at \$9. Truly the financial outlook of Macao is not a bright one.

It is a pleasure to be able to state that the administration of the Colony is now in the hands of a clever and prudent man, and in our new Governor, Senhor Regada, we have an administrator who has already shown his sympathy with the aims of residents to improve the condition of the Colony. In view of the fact that a new commercial city is springing up on the West River, it is to be hoped also that His Excellency will induce the Fassaes to modify industrial and house taxes. Many of the businesses here are at a standstill owing to the treatment meted out by the Fassaes to local merchants, who in many instances have had to pay heavy fines. Many I am sorry to say, have left the Colony to settle in places where "squeeze" is not so prevalent.

HONGKONG STENOGRAPHERS.

The following results of examinations in speed and theory in shorthand, conducted under the auspices of Fittman's Shorthand Speed Committee for Hongkong have been received:—Speed.—F. M. de Graça, Ovario (100 words), Carlos Bequeira (100 words), Evaristo Marques (80 words and Full Certificate of Proficiency).

Theory.—Pan Kan-Wing, Peter Prevost, Joaquim Thum, Arthur Camaroes Ong, John G. Hoop, Joe Travass, John Silva.

The certificates will be presented on the return of Mr. Wolff, Chairman of the Committee from Japan.

SINGAPORE SHIPPING CONFERENCES.

BY THE COLONIAL SECRETARY.

The following are extracts from the report on the Straits Settlements for the year 1907 by Captain A. H. Young, C.M.G., the Colonial Secretary:—

The vexed question of Shipping Rings, or Conferences, is awaiting the report of the Royal Commission appointed in England, in 1907, to investigate the subject.

A report by a Sub-Committee of the Singapore Chamber of Commerce, dated the 10th of July, 1907, answering questions on this subject submitted at the instance of the Royal Commission was forwarded to the Secretary of State together with a report from Mr. Stuart, the Registrar of Imports and Exports.

The officer, at my request, has prepared a statement showing the approximate volume of cargo shipped in scale tons during 1907 to the United Kingdom, thence to Europe, excluding Russia, to which country the influence of the Conference does not extend, and to America, the approximate amount of freight paid thereon and the average approximate amount that would have been paid yearly on the same cargo at the rates current during the five years previous to the Conference.

APPROXIMATE RESULTS.
I annex the Registrar's return which shows approximately the tax on cargo levied by the Straits Settlements and New York Shipping Conference in 1907, or in other words, the amount estimated to have been actually paid in excess of that which the currently quoted average rates of freight during the respective five years prior to the establishment of these Conferences in 1897 and 1905 respectively would have entailed.

The results for 1907 are approximately as follows:—

	Inland.	Overland.
Total volume in scale tons of cargo shipped to the United Kingdom, the rest of Europe, including Russia and to America, tons 338,200.	837,163	682,995
Freight charged thereon ... \$237,500	82,927	486,623
Total freight that would have been charged on the same prior to the Conference ... 403,400	42,940	69,194
Difference ... \$164,100	59,247	61,980
	417,676	708,731
		976,300

Secret rebate of 5 per cent. on all freights pooled, paid to certain specially favoured firms ... 29,375

The Registrar of Imports and Exports is of opinion, that the difference of \$164,100 which he shows, is for the following reasons an underestimate:—

(i) The quotations prior to the establishment of Conferences were the asking prices and less was frequently obtained.

(ii) Articles which are shipped as bag goods and measurement have all been reckoned by him at the lower or bag rate.

(iii) Other principal articles on much of which expensive freight is usually charged have been reckoned by him on the basis of the low freights quoted for principal goods, which show 43 per cent. of an increase compared with about 30 per cent. for measurement cargo.

(iv) Other articles such as Tapioca flour, Pearl Sago, Cassia, certain Gums, Spices, and so forth, are not included.

(v) Of Bauxite, one-third of the quantity exported to the United Kingdom, and the whole of what went to the Continent have been assumed to have been shipped as Freight which pays a much reduced rate of damage; the same article to America has been at scale rates.

In this and other ways favourable consideration has been given so that there may be no ground for any allegation of exaggeration.

The Sub-Committee of the Chamber of Commerce of Singapore in their report, dated 10th July, 1907, gave figures showing that there was an increase in the volume of shipments of the principal articles of produce (excluding tin) to the United Kingdom, the Continent and the United States of America in the second five years over the first half of the decade prior to the establishment of Conferences.

These figures show that in volume of cargo shipped there was an actual loss in the second five years of the decade over the first five years after the formation of the Conference.

The net loss in ten years is placed by the Sub-Committee at 236,512 tons, or a yearly average of 23,651 tons.

EFFECT OF CONFERENCES.
Deductions from these figures would appear to indicate that there has been a diversion of trade due to the action of the Conference, and taking into consideration that there has been an enormous expansion of trade throughout the world since 1897, it is not surprising that the Colony in its trade has not suffered as a main collecting and distributing centre should have derived its full share, the diversion of trade is much greater than is shown by the figures given in the report referred to.

Whether this diversion of the trade is due directly to the effects of these Conferences, or whether it has been contributed to by a variety of causes, the fact remains that there has been a diversion of trade so considerable as to make the subject a most serious one for the Colony.

Undoubtedly one effect of these Shipping Conferences has been to eliminate all chance of any sailing vessel obtaining cargo in the Colony for the United Kingdom or Continent of Europe, and the same prohibition has in effect been placed upon the economically run tramp steamers, British mainly, which used to participate largely in the important overseas carrying trade of this Colony.

SPECIAL PREFERENCE.
It seems appropriate to remark specially here that the report of a Sub-Committee of the Chamber of Commerce of Singapore referred to above, emphasises the fact that a practice exists under which the Steamship Companies comprising these Conferences pay a preferential, or so-called secret, return of 5 per cent on the total of all freights earned from the Straits by Conference steamers to a limited number of privileged firms or persons; the apportionment among these firms being kept secret. The Sub-Committee (some of the members of which belong to firms who are participants in this special privilege) have placed on record that the privileged firms or persons—among whom are foreigners—who participate in this so-called secret 5 per cent. return are thus placed at an advantage over other merchant shippers of this Colony.

This practice of giving a special preference to a selected few is, I believe, peculiar to this Colony.

Other articles given show that the average amount of freight charges paid on 338,200 tons of cargo exported to the United Kingdom, the Continent of Europe, including Russia, and America, in 1907, over the amount that would have been charged prior to Conferences was \$164,100 or \$1,408,600.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Graine Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmante will enable you to do it. It is the Special for the Skin, the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

GENUINE TANSAN.

IMITATION TANSANS ARE NOT ONLY UNPALATABLE BUT OFTEN POSITIVELY DANGEROUS.

TO AVOID IMITATIONS INSIST ON SEEING THE NAME J. CLIFFORD WILKINSON ON THE LABEL AND THE WORDS BOTTLED AT "TAKARADZUKA."

PER CASE OF 48 HALF-BOTTLES TANSAN WATER ... \$7.25
" DOZEN 100 QUARTER-BOTTLES ... 9.25
" CASE 48 HALF-BOTTLES TANSAN GINGER ALE ... 2.15
" DOZEN 48 QUARTER-BOTTLES ... 6.00
" DOZEN ... 1.50

AGENTS H. PRICE & CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS,
QUEEN'S ROAD CENTRE 7.

Hongkong, 8th September, 1908.
JAPANESE IN MANCHURIA.

The Times correspondent at Tokyo writes:—

A great deal of interest attaches to the South Manchuria Railway not merely because English capitalists have lent six millions sterling on the security of the line, but also because the manner of working it provoked adverse criticism last year and suggested to some observers that Japan is not frankly disposed to practise the open-door policy in Manchuria. The company has just held its annual general meeting, at which the following accounts were presented and passed:

	Income.	Outlay.
Railways ...	5,875,462	3,344,168
Mines ...	837,163	682,995
Harbour ...	426,044	486,623
Lands ...	82,927	185,275
Hotels ...	42,940	69,194
Electric Lighting ...	59,247	61,980
Various ...	417,676	708,731
Interest on loans ...		976,300
Fund to cover difference of exchange ...		58,578
Total ...	7,540,646	6,402,607
Net Profit ...		1,087,987
Brought over from previous account ...		925,907
Total available ...		2,013,894

The amount was distributed as follows:—

	Yen.
Reserves ...	55,959
Dividend (6 per cent.) exclusive of State's share ...	60,000
Special Reserve ...	200,000
Rewards to officers ...	97,000
Carried forward ...	2,002,489

REVENUE FOR DEVELOPING THE RAILWAY.
Several features of these accounts invite comment. Thus it will be observed that a dividend is paid on only the privately-owned shares—two millions sterling—and that nothing is allowed to the Government's shares—ten millions sterling. According to the company's charter, 6 per cent. is guaranteed on the capital paid up by the general public, and the State's shares do not become eligible for dividend until that amount has been realized. It was actually realized during the last year under review, and a large surplus remained for distribution, but the programme is to make no allotment on account of the State's holding until the results of a full year's working have been ascertained. The second noticeable point is that the company is engaged in various collateral enterprises, and that among these the Fushun coal mine alone shows a profit. This is explained by the fact that the directors take a very liberal view of the whole project. They believe that everything which contributes to the development of Manchuria contributes also to the prosperity of the railway, and with that idea they are building hotels, improving harbours, reclaiming lands (in the railway zones), providing electric lights, and so forth. These collateral enterprises are expected to be themselves profitable eventually, but they have not yet emerged from the embryonic stage. The Fushun coal mines are undoubtedly a very valuable property. When the company came into possession, the cost of a ton of mineral at the pit's mouth was about \$8.64, owing to the high price to which labour had been forced during the war. It was feared that this state of affairs could not be fully corrected for some years, but much greater success has been found possible, and a ton of coal can now be excavated for about \$5. The output, though capable of almost limitless development, is still small, efficient machinery not having been yet provided. It is conceivable too, that some reserve is exercised in this matter so as to avoid injurious competition with the Kynash mineral.

On the whole the above accounts are considered highly favourable. The net earnings, as stated, the most optimistic estimate by more than half a million sterling.

ANSWERS TO AMERICAN BOYING STOCK.
In introducing the semi-annual report, Baron Goto, president of the company, made some interesting statements. He alluded to the very great difficulties which had been encountered in transforming the administration of the road from the military system to the civil. Had it been possible to reorganize the whole staff, a radical change might have been effected from the outset; but nothing of that drastic nature being feasible, improvements had to be carried out in many cases by the aid of men wedded to the old methods. Then, again, pending the widening of the gauge, the makeshift rolling stock brought originally from Japan for military purposes was alone available, and there had resulted much inconvenience in the transport of passengers and goods. In these circumstances, adverse criticism had unavoidably been provoked, and rapidity of conversion being the most desirable, orders for materials and rolling stock had been placed with the only manufacturer who could guarantee to furnish them speedily—namely, the workshops of America. This explanation was obviously addressed to England, where some demur was naturally being caused by the fact that, while obtaining the assistance of British capitalists to finance the enterprise, the Japanese carried their custom to the United States. Baron Goto protested in most emphatic terms against the imputation that Japan's policy in Manchuria is exclusive. The Japanese Government, he declared, desires to encourage all civilized enterprise tending to promote the development of Manchuria, and has given practical evidence of that wish by establishing at Taiyuan an investigation bureau where the fullest information is afforded to all applicants without distinction of nationality.

In this context mention may be made of the fact that the import of Japanese products and manufactures at Taiyuan during last year totalled less than £150,000, a figure much too paltry to warrant the outcry raised in some quarters about discrimination in favour of Japanese merchants. Something like £23 millions sterling worth of railway materials and stores for the Government General were imported, and the special facilities given to these may possibly have provoked some discontent and misconception.

CURED HERSELF AND LITTLE SON

Mother Had Ringworm—Boy Had a Very Bad Place on Thigh—Spread and Grew More Painful—Medical Treatment Failed.

USED CUTICURA REMEDIES WITH PERFECT SUCCESS

"I have used Cuticura Soap and Cuticura Ointment with most perfect success. Twelve years ago I used them as a complete cure for ringworm, after having had a medical man in attendance and recently, my little son, Norman, had a very nasty place on his thigh. We did not know how it was caused, but I had medical treatment in New York for it. But as it was not cured, I got a letter and more painful. Remembering how I had used Cuticura for ringworm, I tried Cuticura Soap and Cuticura Ointment for my boy and they quite cured his leg. After that a similar place came on his arm which I am still treating, but it is almost unnecessary, as it has nearly gone and the child is quite well. I shall always have pleasure in recommending Cuticura Soap and Ointment for any disease of the skin whenever I see an opportunity. Mrs. Phoebe Andrews, The Laurels, Tharston, Long Stratton, Norfolk, Oct. 9, 1906, and Jan. 15, 1907.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

ITCHING-TORMENTS

From little patches of eczema, tetter, milk crust, psoriasis, etc., on the skin, scalp, or hands of infants, children, or adults are instantly relieved and speedily cured by the use of Cuticura Soap and warm baths with Cuticura Soap, and gentle anointments of Cuticura Ointment, the great Skin Cure.

Complete External and Internal Treatment for every Affliction of Infants, Children, and Adults. Cuticura Soap to Cleanse the Skin, Cuticura Ointment to Soothe the Itch, Cuticura Pills to Purify the Blood. Pills Sold Everywhere. Cuticura Soap and Ointment Sold Everywhere. Cuticura Pills Sold Everywhere. Cuticura Soap and Ointment Sold Everywhere. Cuticura Pills Sold Everywhere.

AN AIR TORPEDO.

NEW INSTRUMENT OF WARFARE.

The Berlin correspondent of the Standard sends the following uncomfortable communication:—

Messrs. Krupp, of Essen, have acquired all the patent rights in the new air torpedo invented by Colonel Unger, a Swedish subject, to one of the most important of the Swedish Government have the right to make full use of the latest weapon in every form. Colonel Unger, while satisfying his patriotic scruples, has done an excellent stroke of business, as Messrs. Krupp paid a very large sum for the purchase of the patents.

The air torpedo, which is one of the deadliest instruments of destruction yet invented, will be shortly introduced into the German Army and Navy, which will thereby possess a more effective weapon than any other Army and Navy in the world, with the single exception of Sweden. Colonel Unger's torpedo can be fired without producing any recoil, hence the torpedo tube is light, and easy to move quickly from place to place. The air torpedo tube is conveyed on a motor car, and can be speedily unmounted and fired without any elaborate preparations, much more rapidly than Field Artillery can be brought into position for firing.

The air torpedo can be used in every kind of warfare. In the home defence of a country, it is a new weapon which exercises a destructive effect on the most formidable works of defence. In field operations the torpedo can be hurled against bodies of troops, as well as against troops in covered positions. In view of the fact that the torpedo can be fired without the least noise, it will be difficult for the enemy to locate the position of the torpedo-battery by which it is being attacked. In coast defence the air torpedo could be fired in such a way as to drop on the decks of hostile battleships.

Colonel Unger has invented an air torpedo of greater calibre for use in naval warfare, so that henceforth warships will be liable to be torpedoed from above as well as beneath the water line. A smaller air torpedo is to be constructed for use in mountain warfare, where it could be employed in terrains quite inaccessible to Mountain Artillery of the present type. Military experts declare that the air torpedo is a truly epoch-making invention, which adds one more horror to modern warfare.

A BISHOP'S SURPRISE.

Walking along the sands at Blackpool one day last month, the Bishop of Manchester, reached his central mission point to find his

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication, after that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Code: A.S.C., 5th Rd. Lieke's.

P.O. Box, 83, Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE

A COUNTRY BRED CHESTNUT MARE (Indian).
Apply to
THE MANAGER,
Kennedy's Horse Repository,
Hongkong, 10th September, 1908. 1283

NORDDEUTSCHER LLOYD BREMEN
IMPERIAL GERMAN MAIL LINE.

For SHANGHAI, NAGASAKI, HIogo and YOKOHAMA.

THE I.G.M. Steamship

"LUTZOW"
Captain C. Dörmann, will leave for the above places TO-DAY, the 10th inst., at 10 a.m.

NORDDEUTSCHER LLOYD,
For further Particulars, apply to
MELCHERS & Co.,
Agents,
Hongkong, 9th September, 1908. 5

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBÉ AND MOJÍ.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, 9th September, 1908. 1279

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLUMBO AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Hongkong, 8th September, 1908. 1282

NORDDEUTSCHER LLOYD BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUTZOW,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 16th September, at 9 a.m.

All Claims must reach us before the 20th September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 9th September, 1908. 5

WANTED.

A POSITION of Trust in a First Class Hotel. The advertiser is a fluent linguist, speaking French, English, German, Italian, Spanish, and Russian, and would be useful for introducing provisions and ships stores to ships in harbour. Excellent references as to character, etc.

Apply—
A. H.,
Care of "Daily Press" Office,
Hongkong, 5th September, 1908. 1286

WANTED.

A FURNISHED HOUSE on the Peak or lower Levels from December, 1908 to March 1909, or longer.

Apply—
Care of "Daily Press Office,"
Hongkong, 2nd September, 1908. 1285

NOTICE.

ALL PARTIES having PAYMENTS to make to, or CLAIMS against the estate of **MR. JOHN THYEN**, deceased, late of Hongkong, are requested to send full Particulars to the undersigned, not later than SUNDAY, 20th September a.s.

H. LINDMEYER,
Executor,
Hongkong, 20th August, 1908. 1285

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1898) of the HONGKONG CLUB, payable on WEDNESDAY, the 30th September, 1908, will be held at the HONGKONG CLUB HOUSE at 11 o'clock A.M. on SATURDAY, the 19th September, 1908.

Bearers of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK,
Acting Secretary,
Hongkong, 3rd September, 1908. 1283

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 19th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 19th September, both days inclusive.

DOUGLAS, LARPAIK & CO.,
General Managers,
Hongkong, 2nd September, 1908. 1287

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on FRIDAY, the 25th instant, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, and of Electing Officers-bearers for the ensuing year.

DAVID WOOD,
Acting Hon. Secretary,
Hongkong, 3rd September, 1908. 1289

HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of Shareholders of the above Company will be held at the Office of the General Managers on SATURDAY, the 26th September, at 12 Noon for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 26th September both days inclusive.

JARDINE, MATTHEWS & Co., Ltd.,
General Managers,
Hongkong, 8th September, 1908. 1275

JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET.

GREAT DEMAND FOR LONG WAIST, ERECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,
14, Queen's Road, Central,
Hongkong, 27th August, 1908. 651

FOR SALE AT THE BEGINNING OF 1909.

A COMPLETE PLANT of SUGAR MACHINERY Capable of Pressing with 2,500 Gallons Juice per hour, comprising:

1. Three Roller Mill 36" by 72" with Hydraulic on back roll and having Cane and Molasses Carriers complete.

2. Horizontal Single Cylinder Engine 48" by 28" and Cast Steel Gearing.

3. Triple Effect of 2,500 square feet heating surface with Vacuum Pump equal to double the requirements to take a Vacuum Pan, if necessary.

4. Juice Heater of 200 square feet heating surface.

5. Clarifiers of 600 Gallons each on platform supported by C.I. Columns.

6. Filter Presses 25 inches square with 31 Chambers each.

7. Elutriators with Copper Coils &c.

8. Oil Jacketed Open Boiling Pans (Millers Patent) for making Molasses and/or Condensed Sugar without Molasses residue.

9. Shifting Boilers working at a pressure of 160 lbs. per square inch, with one circular furnace, and fan for induced draught, heating surface each 3,610 square feet, grate surface 50 square feet.

1. Overhead Crane for Mill and Engine equal to a lift of 15 tons.

2. Electric Lighting Plant.

Factory Building 105 feet long and 90 feet wide in two spans of steel girder columns with corrugated galvanized iron roof and ends.

The Plant works with megass fuel alone except for raising Steam.

The Factory can be seen at work on Nova Scotia Estate, Porak, Federated Malay States, at any time during the next five months after which time Cane Cultivation is to be stopped as the Estate has been planted throughout with Rubber.

The Removal of the Factory and Machinery can be done by the Sellers who will, if so desired, arrange to supervise re-erection, in which case a guarantee of working will be given.

Apply to—
THE STRAITS SUGAR CO., LD.,
27, Austin Friars,
London, E.C.

or to
JOHN TURNER,
Penang,
Straits Settlements,
Hongkong, 27th August, 1908. 1281

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. 401

TO LET

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—
YEE SANG FAT & CO
Same address,
Hongkong, 28th January, 1907. 270

TO LET

FROM 1st MAY

KOWLOON MARINE LOT 43, Yau Ma Tei. Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIFON TERRACE, No. 10, DES VEXUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BURN BUILDINGS and No. 18B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MONKTON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1908. 88

TO LET.

OFFICES in HOTEL MANSON'S. Cheap rental for monthly tenancy.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 13th August, 1908. 785

SHAMEN, CANTON.

ROOMS TO LET, Suitable for Offices or Dwelling.

Apply to—
POWELL GRANT,
Canton, 31st August, 1908. 1244

TO LET.

"GLENWOOD," CANAL ROAD, suitable for a Boarding house or Club. Containing 24 Rooms.

2, BEACONFIELD ARCADE, facing the Parade Ground.

C. M. S. PEAK BUNGALOW, Mount Kellot. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).

OFFICES in Queen's Road Central, BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUNDRELL STREET Shop, No. 2, DES VEXUX VILLAS (PRAX).

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings—
Hongkong, 10th August, 1908. 89

TO LET.

FIRST FLOOR of No. 8, Queen's Road Central, comprising 3 Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by **FRED. BORNEMANN.**

Apply to—
DAVID SASSOON & Co. Ltd.,
Hongkong, 7th April, 1908. 98

TO LET.

GODOWN, No. 54, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1908. 823

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 91

TO LET.

COAL YARD. Immediate Possession. A PORTION of the COMPOUND, Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for storing Coal, formerly occupied by Messrs. CHIT CHEONG & Co., Coal Merchants.

Apply to—
N. MODY & CO.,
54, 56, Queen's Road, Central,
Hongkong, 23rd July, 1908. 1215

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—
SCHULDT & CO.
Hongkong, 28th July, 1908. 1013

TO LET.

4 ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 18th August, 1908. 1018

TO LET.

TERRINGTON, Peak Road below L.R.C. Tennis Courts. From 1st September a.s. The Property is also FOR SALE.

For Particulars apply to—
C. SCHROETER,
Care of GARRELS, BORNEMANN & Co.,
King's Buildings, 3rd Floor,
Hongkong, 9th August, 1908. 1164

TO LET

TO LET.

N. 75, CAINE ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central,
Hongkong, 3rd September, 1908. 180

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1908. 185

TO LET.

N. 75, WYNDHAM STREET

Apply to—
A. B. AVASIA,
Care of H. Fabany,
Hongkong, 5th September, 1908. 1287

TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusei Kaisha,
Hongkong, 31st July, 1908. 188

TO LET.

GOOD AIRY ROOMS with Bath Rooms in a Large Foreign Built House in Robinson Road Kowloon. Cheap Rent. Rooms Nos. 7, 8 and 9 1st Floor; 3, 4, 5 and 6, Ground Floor.

Apply to—
WING ON, Contractor,
34, D'Aguilar Street,
Hongkong, 1st September, 1908. 1280

TO LET.

NOS. 1, 3 and 5, ORMSBY TERRACE, Kowloon, with Ground at rear for Recreation or Garden.

Cheap rental.

Apply to—
SPANISH PROCURATION,
2, Seymour Road,
Hongkong, 4th September, 1908. 1284

TO LET.

HOUSE No. 103, (Kwan How Buildings) at present in the occupation of the L.M. Customs.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1908. 1110

TO LET.

THE NEWK No. 64, The Peak, fully furnished, Garden and Tennis Court for immediate possession.

Apply to—
PERCY SMITH & SETH,
No. 6, Queen's Road Central,
Hongkong, 8th September, 1908. 1279

TO LET.

DETACHED FURNISHED HOUSE for 6 months or longer on ROBINSON ROAD with Tennis Court, 5 Rooms. Moderate rent to a suitable tenant.

One Room suitable for Office, Des Vaux Road, Central.

Apply to—
FREDERICK ELLIS,
Estate Agent,
8A, Des Vaux Road Central,
Hongkong, 9th September, 1908. 1280

TO LET.

OFFICES and ROOMS on the 1st and 2nd floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHAW & Co.)

Apply to—
THE COMPTON DEPARTMENT,
E. D. SASSOON & CO.,
Queen's Road Central,
Hongkong, 10th June, 1908. 947

FOR SALE

CHINA EXPRESS CO.,
3, DUDELL STREET.

FOR SALE a Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOERZ-SCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS.

Hongkong, 5th August, 1908. 1030

FOR SALE

GRACA & CO.
(Established 1896)

No. 27, Des Vaux Road, opposite the P. & O.'s Office.

Dealers in Bare Asiatic and Foreign Posters & Stamps.

View and Artists Postcards.

Novels, Cigars and all other Philatelic Goods.

Now on view a fine collection of 4,600 STAMPS for \$750.

Inspection cordially invited. 1021

FOR SALE.

LOT No. 52, British Concession, Property of the CANTON CONDITION HOUSE CO. is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY.

L. ALBERT,
Canton, 10th August, 1908. 1170

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central,
Hongkong, 16th May, 1908. 853

FOR SALE.

STORAGE FOR COAL, TIMBER, &c.

INSURANCES

THE GLOUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1908 28

AAOEN AND MUNICH FIRE IN-
SURANCE CO.
OF ALEX-CHAPPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 5th September, 1908. 114

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£13,146,244.

I. Authorised Capital.....£3,000,000
Subscribed Capital.....2,750,000
Paid-up Capital.....887,500 0 0
II. Fire Funds.....3,065,374 15 7

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. 1019.

NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE".

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at Sir
Fick into the Godowns and/or extra
basements of the Godowns and
Kowloon Wharf and Godown Company,
Ltd., whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 10th inst. will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 17th
inst., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd September, 1908. 1280

NAVIGAZIONE GENERALE

ITALIANA

(Florida and Rabatino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI".

having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods are being landed at their risk
into the Godowns and/or extra basements of
the Godowns and Kowloon Wharf and Godown
Company, Ltd., whence delivery may be
obtained. Perishable Goods to be taken
delivery of immediately.

All Claims must be sent to the Office of
the Undersigned before Noon on the 15th inst.,
or they will not be recognised.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
CARLOWITZ & Co.,
Agents.

Hongkong, 7th September, 1908. 4

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBROUGH,
ANTWERP, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE".

Captain Warner, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees
risk and expense.

All broken, chafed, and damaged Goods are
to be left in the Godowns where they will be
examined on MONDAY, the 14th inst.,
at 3 P.M.

All claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 14th inst. will be sub-
ject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th September, 1908. 1278.

A LING & CO.

10, QUEEN'S ROAD CENTRAL.

(Next to Messrs. Kuhn & Kohn).

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. 739

MARTIN'S

**APIOL & STEEL
PILLS**
A French Remedy for all Irritations. Thousands
of Letters bear witness to the efficacy of this
remedy. There are no other pills of this kind
in the market. L. J. CHAMBERLAIN, Boston, U.S.A.
MARTIN, CHAMBERLAIN, SOUFRAMONT, ENGLAND.

**BETTER THAN COPAIBA
MATICO**
GRIMAULT & Co. CHEMISTS, PARIS.

Renowned Physician prescribes Grimault's Matico
as the most active and at the same time the most
inoffensive remedy in the treatment of Acute and
Chronic Discharges. The Capsules, unlike Copaliba,
do not cause eruptions on the skin or produce nausea.
MATICO INJECTION is used in recent
MATICO CAPSULES in the more chronic cases.

**CURE FOR ASTHMA
GRIMAULT'S A
INDIAN CIGARETTES**

Asthmatic people who suffer from
OPPRESSION, BRONCHITIS, HOARSENESS,
and BRONCHITIS, INFLUENZA, and DIFFICULTY
in EXPIRATION.
Grimault's Cigarettes render the respiration
easier, cut short the paroxysms, and
remove the feeling of tightness across
the chest.
GRIMAULT & Co. PARIS
Sole by all Chemists.

**THORNE'S
OLD VAT**



SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILLA.
A. S. WATSON & Co. LTD.
As Suppliers to the House of Commons.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM of DENTISTRY.

83, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 1261

SIEN TING

SURGEON DENTIST.

No. 10, DAUGLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 575

SINGON & CO.

IRON, STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale

and Retail Ironmongers. Pig Iron and

Fondary Cokes Importers. General Store-

keepers and Shipchangers. 35 & 37, KING

LOONG STREET, (2nd Street, west of Central

Market) Telephone No 515. 680

DAVID CORSE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNEOLD, KARBERG & CO.

Sole Agents.

MITSU RISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK."

A. L. A. B. C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 2.

Extreme Length..... 722 feet.

Length on Blocks..... 714 "

Width of Entrance on Top..... 513 "

Width of Entrance on Bottom..... 894 "

Water on Blocks at Spring Tide 844 "

DOCK No. 1.

Extreme Length..... 523 feet.

Length on Blocks..... 513 "

Width of Entrance on Top..... 58 "

Width of Entrance on Bottom..... 77 "

Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length..... 371 feet.

Length on Blocks..... 360 "

Width of Entrance on Top..... 68 "

Width of Entrance on Bottom..... 53 "

Water on Blocks at Spring Tide 23 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONS. The WORKS are well equipped with

the latest PLANTS and APPLI-

CATIONS for the BUILDING of

STEAMING ENGINES, and also

BOILERS, and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIALS

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 H.P.)

expressly built for SALVAGE PURPOSES

equipped with necessary gear, always ready

for service.

THEORIES ON ROWING.

W. Maxwell-Lyte writes in the *Evening Standard*—The Olympic Regatta has con-
firmed certain theories on rowing. It has
shattered others. Among other things, it has
taught us that it is possible for a foreign crew,
style, to defeat a winning University eight over
a mile and a half course. Such a thing was
unbelievable two years ago, and the methods
which have enabled an eight of Belgian trades-
men to hold their own with the flower of
British oarsmanship are certainly worth careful
study.

THE ENGLISHMAN'S ADVANTAGE.
It must be remembered that everything
was in favour of the home crews: they
had the advantage of the best coxswain
obtainable in this country, the men had
been practising together for months, and
they were racing on their own water.
All the men rowing in the British eight
had been able to devote the whole day for
many weeks to their training. The Belgian
eight, on the other hand, had to make do
with the day and row in the evening. Last, but
not least, if the physique and rowing experience of
the British and Belgian oarsmen are compared
an enormous advantage rests with the English-
men. That the Englishmen were stronger
physically the Belgians will probably be the
first to admit. The pace of the Belgian eight
was therefore attributed to their style.
The differences between the British and Belgian
styles are, however, not so great as one might
imagine from a casual inspection. There are
differences in rig, the principal ones being that
the Belgians row with wider blades and use
swivel rowlocks—this will be referred to later
on—and there are differences in swing and
feather, but the main principles of good rowing
remain the same in both styles; these principles
can be summarised under the following seven
heads—

(1) The water should be gripped smartly at
the beginning of the stroke. (2) The full
weight of the body should be immediately
applied. (3) The stroke should be rowed through
in one piece. (4) The stroke in the water
should be as long as possible. (5) The oar
should be taken out of the water with a clean
and rapid movement. (6) The arms should be
straightened as quickly as possible. (7) The
sliders should be brought slowly forward.

THE SWING THEORY.
It is only when we come to see how these
principles are carried out in practice that the
differences in the styles are apparent.
According to the British theory, the bodies
should swing forward as far as possible without
over-reaching with the shoulders, so that the
water can be gripped well in front of the
riggers; the bodies and slides during the stroke
should move back simultaneously, so that at the
end of the stroke the bodies are slightly beyond
the perpendicular and the slides right up against
the back stops. The swing forward of the
bodies between the strokes is another feature of
the British style which is always strongly em-
phasised. The theory of these movements is
that the swing of the body will help to keep
an exhausted man going long after his legs
have given out and that by using the weight
of the body in addition to the driving
power of the leg-muscles, the maximum amount
of energy can be imparted into the stroke. This
theory is borne out by Mr. Etherington Smith,
who rowed "seven" in the Leander Olympic
eight this week, in the chapter which he con-
tributed to Mr. Lehmann's book, "The Complete
Oarsman."

"Far greater exhaustion can be
produced by the use of many muscles than by
the use of a few, but the use of the body in
better maintained. A good style of rowing
does not avoid but rather aims at producing
a very extreme degree of general exhaustion
but it gives in turn a great and well-
sustained speed. It is for these reasons
that we defend the English style of rowing
against foreign methods. In the latter
body-swing is usually conspicuous by its
absence, and it is claimed that the strain
thrown upon the abdominal muscles is thereby
avoided. When body-work is absent the
propelling power is supplied almost entirely by
the high muscles, and powerful though these
are they will become fatigued sooner or later,
and nothing will then be left to maintain the
pace of the boat."

STRAIN ON THE MUSCLES.
The strain on the abdominal muscle in the
British style of rowing, referred to by Mr.
Etherington Smith, is certainly a severe one,
and anyone who has had any experience of
rowing in the British style knows that these
are the muscles which get tired first.
The question which is now puzzling many
oarsmen is whether the increased fatigue neces-
sitated by the swing is compensated for by
any material increase in the pace of the
boat; in other words, does the effort
entailed in swinging the bodies tire the crew to
such an extent that, although greater pace may
possibly be attained during the first three
minutes, the crew will suffer for it in the later
stages of the race? In the Belgian style this
strain on the abdominal muscles is practically
avoided. Their bodies do not swing forward so
far as ours, nor do they swing as far back; the
blades are consequently not quite so long in the
water; but what the Belgians lose in this way
they make up by using broader blades. A
feature of the Belgian rowing is their practice
of sliding very slowly forwards, especially
towards the last part. As a result, the men are
in a splendid position for taking the beginning
of the race, and clearly, this they do, very much
in the same way that a professional sculler takes
his beginning; in fact, all their movements are
based on those of a good professional sculler.
The theory being that the style which has been
found most effective in moving a sculling-boat is
also the best for propelling a pair, four, or eight.
For this reason they also row with swivel
rowlocks, which are universally used in sculling
boats. The advantages of swivel rowlocks, to
my mind, enormously outweigh their supposed
defects. They have, however, been tried and
discarded by the universities, the idea being
that the rattling of the oars in fixed rowlocks
served as a rallying point for the crew, and that
it is impossible to obtain the same unity of
movement in an eight using swivel. The idea has
been fairly exploded by now, and anyone who has
watched the Belgians must have been struck by
the extraordinary precision with which all
their movements were executed—their "time"
was as near perfection as is humanly possible—
this in spite of their swivel rowlocks. As a
matter of fact, a first-class crew ought to be
able to row well even if they were blindfolded,
and had their ears stopped up, then it is not
with to advocate this course. A good waterman
can tell when anything is wrong from the
"feel" of the boat and he ought
not to have to rely on the noise made by the
oar rattling in the rowlocks.

THE SCULLING STYLE.
The remarkable thing about the Belgian
eight is the way the boat runs between the
strokes; she glides trelling beautifully all the
time. This is, of course, due to their sculling
style. The man looks up at the effort of rowing
is comparatively slight. This is the great
experience of English crews which have en-
deavoured to imitate the Belgian style, and
there is little doubt that more experiments on

Belgian lines will now be made by rowing
clubs in this country. Whatever old-fashioned
critics may say it will be generally admitted
that the Belgians have added a most interesting
page to the history of oarsmanship, and great
credit is due to them for the manner in which
they have carried out their theories in practice.

BRITISH FOREIGN TRADE.

HEAVY SHRINKAGE, £38,563,338.

DECLINING MANUFACTURES.

While the export of British coal for use
abroad continues to increase—though there was
a slight set-back in July—trade generally, says
the *London Daily Telegraph*, is slipping away
from us month by month. The Board of Trade
figures, which were issued last month, bring
the story down to the end of July, and thus
complete seven months of the year. They show
that in this period our imports have shrunk by
nearly £38,564,000, in comparison with the same
period last year, while the exports have dropped
by upwards of £33,000,000, an aggregate
shrinkage of £71,564,000. This is the result,
despite the fact that we have sold, duty free,
coal of the value of £24,516,257, or 2,719,468
more than last year.

There is no indication that these returns
mark the climax; indeed, there is every reason
to believe that the movement will continue at
accelerated speed.

In the seven months the only increases in
exports have been in grain and flour, tobacco,
coal, and oils—for which foreign countries
are finding increasing use—"other textile
materials" (a mere trifle), machinery, and
paper; in every other respect the exports of our
own produce and manufactures have been
falling rapidly. The details are of peculiar
interest because they indicate where we have
been hit most severely. They are as follows—

BRITISH EXPORTS IN THE SEVEN MONTHS.

	Increase (+) or Decrease (-) in 1908 as compared with 1907
I.—Food, Drink, and Tobacco.....	325,870
Grain and flour.....	1,141,814
Meat, including animals fresh.....	489,792
Other food and drink.....	89,774
Tobacco.....	229,462
II.—Raw Materials and Articles Mainly Unmanufactured.....	1,719,466
Coal, coke, and manufactured fuel.....	178,490
Iron and steel.....	73,168
Other metallic ores.....	7,463
Wood and timber.....	401,904
Cotton.....	11,970
Wool.....	70,438
Other textile materials.....	45,439
Oil seeds, nuts, oils, fats and gums.....	177,238
Hides and uncur seed skins.....	372,945
Miscellaneous.....	91,557
Total, Class I.....	2,334,332

III.—Articles Wholly or Mainly Manu-

factured.....	5,368,045
Iron and steel and manufactures thereof.....	2,261,627
Other metals and manufactures thereof.....	424,014
Cutlery, hardware, implement (ex- cept machine tools) and instru- ments.....	298,433
Electrical goods and apparatus (other than machinery, and tele- graph and telephone wires and cables).....	445,375
Machinery.....	609,750
Ships (new).....	66,328
Manufactures of wood and timber (including furniture).....	5,015,091
Yarns and Textile Fabrics.....	2,835,487
(1) Cotton.....	2,835,487
(2) Wool.....	2,835,487
Apparel.....	453,490
Chemicals, drugs, dyes, and colours, including manufactures thereof (excluding gloves, but excluding hops and shoes).....	506,276
Earthenware and glass.....	118,911
Paper.....	19,481
Miscellaneous.....	1,076,357
Total, Class III.....	22,334,332

IV.—Miscellaneous and Unclassified

(including parcel post)..... 212,749

Total..... 23,079,630

The values of the exports represent the cost and
the charges of delivering the goods on board the
ship, and are known as the "free on board" value.
In the same source period our imports have
also declined, as has been stated, and our
entire trade has gone down by £13,300,288.
This in briefest summary, is the history of
British trade in the present year, so far as it
has gone. Below the figures are examined
particularly.

LOSS IN JULY.

Imports.....	£46,773,035
Decrease on 1907.....	5,434,739
Exports.....	23,079,630
Decrease on 1907.....	6,748,808
Re-exports.....	6,810,926
Decrease on 1907.....	1,077,363

With the same number of working days as
in July, 1907, the imports for last month show
a decline of 10.4 per cent. In spite, or perhaps
in consequence, of higher prices for wheat and
butter, foodstuffs are £1,350,000 lower, the im-
ports of wheat and maize showing decreases of
£229,900 and £3,092,900 in quantity, and
£1,040,061 and £774,787 in value respectively.
Short crops of the former in Russia, Roumania,
India, and Australia have been only partially
made up by increased supplies from the United
States and Canada, and if it were not for in-
creases in butter, cheese, and sugar the decline
under the head of food, drink, and tobacco
would be nearly double what it is. Raw materi-
als have fallen £2,475,305, which is partially
due to the lower prices of cotton and wool.
Articles wholly or mainly manufactured are
down £1,578,751. For the seven months the
imports have declined 9.32 per cent., as under—

Imports, 7 months.....	£345,053,913
Decrease on 1907.....	35,492,658

Coming to the exports, the shrinkage for the
past month is no less than 16.

SHIPPING.

ARRIVALS.
ARRATOON APCAR. British str. 2,331, A. Stewart, 9th September—Yokohama and Moji—4th September, General—David Sassoon & Co. Ltd.
CARL LUDWIGSHOFEN. German str. 774, T. Keyser, 9th Sept.—Hilphong, Saigon, 5th and Hoihow 9th, General—Jensen & Co.
DARWIN MARU. Japanese str. 1,000, I. Sakurai, 9th Sept.—Tansui via Amoy and Swatow 8th Sept., General—Osaka Shosen Kaisha.
DERFFLINGER. German str. 8,554, G. Meiners, 9th September—Yokohama and Shanghai 4th Sept., General—Melchers & Co.
HAICHING. British str. 1,267, W. C. Passmore, 9th Sept.—Fochow 6th, Amoy 7th, Swatow 8th, General—Douglas, Lapraik & Co.
HOKUET MARU. Japanese str. 2,426, Kenada, 8th September—Moji 2nd Sept., Coal—Mitsui Bussan Kaisha.
HUIKOW. British str. 9th Sept.—Canton.
ITHAKA. German str. 9th Sept.—Canton.
LOONGSANG. British str. 1,092, S. J. Payne, 8th September—Manila via Amoy 4th Sept., General—Jardine, Matheson & Co.
LUTZOW. German str. 8,818, C. Dewers, 9th Sept.—Bremen 29th July, and Singapore 6th Sept., Mail & General—Melchers & Co.
MONTAGUE. British str. 8,163, W. Davison, 9th September—Vancouver 15th August, and Shanghai 6th Sept., General—C. P. R. Co.
SLAVONIA. German str. 6,000, B. Peter, 8th September—Shanghai 5th Sept., General—Hamburg-Amerika Linie.
WAKAMATSU MARU. Japanese str. 1,720, Iwawa, 8th September—Moji 4th Sept., Coal—Mitsui Bussan Kaisha.
YOHIO. British str. 9th Sept.—Canton.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 9th September.
Arral. British str. for Newcastle.
Loyal. German str. for Saigon.
Madhite. German str. for Hoihow.
Rajner. German str. for Kaifuang.

DEPARTURES.

9th September.
FORRETT DALL. British str. for Samarang.
GLENFARG. British str. for Amoy.
KAMAKURA MARU. Japanese str. for Kobe.
KYOWANG. British str. for Canton.
LAUREN. British str. for Shanghai.
MAUSAN. British str. for Sandakan.
MONTAGUE. British str. for Shanghai.
NIGROM. British str. for Koolung.
MTANJA. British str. for Singapore.
SHIBUKAWA MARU. Japanese str. for Surabaya.
TOONAN. Chinese str. for Canton.
YATSHING. British str. for Swatow.

SHIPPING REPORTS.

The British str. *Loongsang* reports: Fine weather throughout, moderate to light variable winds and slight sea.
 The German str. *Slavonia* reports: Fine weather, S.E. to N.E. winds, in the Channel N.E. and N.W. winds.

VESSELS IN DOCK.

September 9th.
ARRIVED DOCKS.
Whiting, *Jutopola*, U.S.S. *Albatross*, *Vigilant*, *Chun On*, *Montana*, *Siberia*, *Rubi*.
COSMOPOLITAN DOCKS.—*Pacifica*, H.M.S. *Oiler*.

VESSELS ON THE BERTH.

For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"ARRATOON APCAR."
 Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 10th inst., at Noon.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 9th September, 1908. 1270

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAICHING."
 Capt. Passmore, will be despatched for the above ports TO-MORROW, the 11th Sept. at 2 p.m.
 A reduction of 20 per cent. on First Class fares to Fochow will be made during the month of September.
 For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
 General Managers.
 Hongkong, 9th September, 1908. 1281



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO
 SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"AUSTRIA."
 Captain Bednarz, will leave for the above places on WEDNESDAY the 10th inst., P.M.
 This steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.
 For Freight or Passage, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 9th September, 1908. 1282



HONGKONG-NEW YORK AND BOSTON.

For NEW YORK AND BOSTON VIA PORTS AND SUZ CANAL.

(will likely call at the Malabar Coast).
S. S. INDRAM-VO. On 21st Sept., 5 p.m.
 For Freight and Further Information, apply to—
SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 9th September, 1908. 1271

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 9th inst.	
LONDON &c. VIA SINGAPORE, CALL.	MAINTA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 19th inst., at Noon.	
ALEXANDRIA, ANTWERP & HAMBURG &c.	SPEZIA	Ger. str.	k. w.	Kotatz	HAMBURG-AMERIKA LINIE	About 28th inst.	
HARVE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k. w.	Deinat	HAMBURG-AMERIKA LINIE	On 20th inst.	
HARVE & HAMBURG VIA STRAITS, &c.	BRASLIA	Ger. str.	k. w.	Schlinghammer	HAMBURG-AMERIKA LINIE	On 4th October.	
HARVE & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	k. w.	Hoff	HAMBURG-AMERIKA LINIE	On 18th October.	
HARVE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 31st October.	
MARSHALLS, &c. VIA PORTS OF CALL.	AUSTALIN	Fr. str.	—	Verron	MESSAGERIES MARITIMES	On 15th inst., at 1 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 16th inst., at 1 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Jap. str.	—	—	MELCHERS & Co.	Middle of September.	
MARSHALLS, LONDON & ANTWERP & HAMBURG, &c.	FLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	To-day.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	TANMA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 30th inst., at 1 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DERFFLINGER	Ger. str.	—	G. Meiners	MELCHERS & Co.	To-day, at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	VOEWARE	Aus. str.	—	B. Bednarz	SANDER, WIELER & Co.	About 25th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	INDEAMATO	Am. str.	—	—	SHEWAN, TOMES & Co.	On 21st inst., at 3 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	VANDALTA	Ger. str.	k. w.	Karberg	HAMBURG-AMERIKA LINIE	On 25th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMORA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 10th October.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	DAKOTAH	Brit. str.	—	W. Ross	STANDARD OIL CO.	About 30th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	LENNOX	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	To-morrow, at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPERESS OF CHINA	Brit. str.	1 m.	G. S. Lapraik	NIPPON YUSEN KAISHA	On 26th inst., at 4 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	1 m.	Boyd	DODWELL & Co., Ltd.	On 15th inst., at 4 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	INVERIC	Brit. str.	—	J. Nagao	DODWELL & Co., Ltd.	About 20th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	TOMA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 29th inst., at 4 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Ger. str.	—	J. Nagao	MELCHERS & Co.	To-day, at 5 a.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	ALDENHAM	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 17th inst., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKTO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	TAITANI	Brit. str.	1 m.	L. Dawson	NIPPON YUSEN KAISHA	On 10th Oct., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th Oct., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 18th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 30th inst., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	TAJANAS	Dut. str.	—	Pander	JAVA-CHINA-JAPAN LINIE	Quick despatch.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	CHUBANG	Brit. str.	—	—	P. Nalin	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	CHUBANG	Brit. str.	—	—	MELCHERS & Co.	To-day, at 10 a.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	PELZO	Brit. str.	—	W. W. Cooke, M.R.	P. & O. S. N. Co.	About 12th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	VILLE DE LA CROIX	Frans. str.	—	Bayillon	MESSAGERIES MARITIMES	About 14th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SILBIA	Ger. str.	k. w.	Bohler	HAMBURG-AMERIKA LINIE	On 14th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KWANGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	TRANGSANG	Dut. str.	—	—	MELCHERS & Co.	On 15th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	SAMBIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 16th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	AUTRIA	Aus. str.	—	Katich	SANDER, WIELER & Co.	On 16th inst., P.M.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 17th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 22nd inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	Quick despatch.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 10 a.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 2 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 3 p.m.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 17th inst.	
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	Quick despatch.	

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	TO.	ARRIVE VANCOUVER.
"LENNOX" 3,700	Friday, 11th Sept.	10th Oct.
"EMPERESS OF CHINA" 6,000	Saturday, 26th Sept.	17th Oct.
"MONTEAGLE" 6,163	Saturday, 28th Oct.	27th Oct.
"EMPERESS OF INDIA" 6,000	Saturday, 17th Nov.	7th Nov.
"EMPERESS OF JAPAN" 6,000	Saturday, 7th Nov.	28th Nov.
"EMPERESS OF CHINA" 6,000	Saturday, 28th Nov.	19th Dec.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. S.S. "EMPERESS" Steamers will depart from HONGKONG at 4 p.m. S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, YOKOHAMA, and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamers ... 240, " 242.
 1st Class Railways ...

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.

* S.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates. * Working superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.

STRAHMERS "LUTZOW" Thursday, 10th Sept., at 10 a.m.
 "DERFFLINGER" Thursday, 10th Sept., at Noon.
 "MANILA" Thursday, 10th Sept., at 5 p.m.
 "BORNEO" Friday, 11th Sept., at 9 a.m.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th September, 1908.

NORTHERN PACIFIC RAILWAY LINE.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA
 KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERIC	4,739	Boyd	About 20th September.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

Hongkong, 27th August, 1908. GENERAL AGENTS, QUEEN'S BUILDINGS.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR SHANGHAI, KOBE & YOKOHAMA.	STRAHMERS	TO SAIL.
"VILLE DE LA CROIX"	Capt. C. Basillon	About 14th Sept.
"MAISELLES VIA PORTS"	Capt. Verron	On 15th Sept.
"SHANGHAI, KOBE & YOKOHAMA"	Capt. Martin	On 29th Sept., P.M.
"MAISELLES VIA PORTS"	Capt. Girard	On 29th Sept., 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from \$22.10s. up to \$71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT, Queen's Building.

Hongkong, 9th September, 1908.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.

THE Steamship

"CAPRI."
 Captain Pedone, will be despatched as above on SATURDAY, the 12th Sept., at Noon.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 9th September, 1908. 1283

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.

THE Steamship

"ALDENHAM."
 Captain St. John George, will be despatched as above on THURSDAY, 11th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 4th September, 1908. 1282

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, SOYF, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."
 Captain H. Powell, carrying His Majesty's Mails, will be despatched from this port for Colombo, Marseilles and London on SATURDAY, the 19th September, at Noon.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA	About 9th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PERA and YOKOHAMA	Capt. W. W. Cooke, R.N.R.	About 12th Sept.	Freight only.
SHANGHAI, MOJI, and ORIENTAL and KOBE	Capt. A. E. Valentini	About 17th Sept.	Freight and Passage.
LONDON via USUAL PORTS via CALCUTTA	Capt. H. Powell	Noon, 19th Sept.	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 7th September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 10th Sept., 4 P.M.
NINGPO and SHANGHAI	"YCHOOW"	On 10th Sept., 4 P.M.
MANILA, ZAMBOANGA, THUR- SDAY ISLAND, COKTOWN, CAITAN, COWNSVILLE, BRISBANE, SYDNEY, with Transit for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 10th Oct., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior passenger accom-
modation with Electric Light throughout and Electric Fans in the Saloons and Dining
Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Saloons. A fully qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUDED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 9th September, 1908.BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

FOR	THE CO'S S.S.	LEAVING
* TAMUI via SWATOW, { "DAIJIN MARU" } SUNDAY, 18th Sept., & AMOY. Capt. I. Sakurai		at 2 P.M.
* ANPING via SWATOW, { "SHOSHU MARU" } WEDNESDAY, 16th Sept., & AMOY. Capt. Liuchi		at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to
Fochow, until further Notice.

* These new Steamers have excellent accommodation for First and Second Class
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* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

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Hongkong, 7th September, 1908.

T. ABIMA, Manager.

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Levantine, Black Sea and Baltic Ports.

and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 14th September	FOR MAREILLES, ANTWERP & HAMBURG: S.S. SLAVONIA ... 10th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 16th September	FOR HAVRE & HAMBURG: S.S. AMBRIA ... 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SUEVIA ... 25th September	FOR ALEXANDRIA, ANTWERP & HAMBURG: S.S. SPEZIA ... About 28th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGBAMBIA ... 10th October	FOR HAVRE & HAMBURG: S.S. BRASLIA ... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 14th October	FOR HAVRE & HAMBURG: S.S. SILESIA ... 18th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BELGRAVIA ... 17th October	FOR HAVRE & HAMBURG: S.S. SAMBIA ... 31st Oct.

For NEW YORK ... S.S. VANDALIA On 25th September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	"LOONGSANG"	Friday, 11th Sept., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 12th Sept., 3 P.M.
* SHANGHAI via NINGPO	"KWONGSANG"	Monday, 14th Sept., Noon.
* TIENTSIN	"CHIPSANG"	Tuesday, 15th Sept., Noon.
* MANILA	"YUENSANG"	Friday, 18th Sept., 4 P.M.
* SHANGHAI, YOKOHAMA, KOBE & MARI- BORO	"KUSANG"	Friday, 2nd Oct., Noon.

OCCUPYING 24 DAYS.

The steamers "KUSANG," "NARSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, proceeding
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These vessels have all modern improvements and are fitted throughout with Electric Light.
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For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 10th September, 1908.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 15th Sept.

For Further Particulars, apply to
Hongkong, 7th September, 1908.MELOHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, TAMBA COLOMBO, and PORT SAID	AWA MARU Capt. A. Keith Tons 6309	WEDNESDAY, 16th Sept. at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	KAGA MARU Capt. G. S. Dayrak Tons 6301	TUESDAY, 15th Sept. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. N. Mathieson Tons 5076	FRIDAY, 2nd Oct. at Noon
HOMBAY via SINGAPORE, and COLOMBO	YEBOSHI MARU Capt. B. Kon Tons 4097	FRIDAY, 17th September.
KOBE and YOKOHAMA	HITACHI MARU Capt. F. E. Cope Tons 6761	FRIDAY, 18th September.
SHANGHAI and KOBE	YEROFU MARU Capt. K. Sato Tons 4165	TUESDAY, 22nd September.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson Tons 5076	WEDNESDAY, 30th Sept. at Noon

* Omitting Keelung and Shimidzu.
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1st and 2nd Class through Passengers have the option of travelling by Rail.
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Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 10th September, 1908.

T. KUSUMOTO,
MANAGER.

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= OUESSANT ... 10th Sept.	= CEYLAN ... 26th Nov.
+ AMIRAL OLY ... 12th Oct.	= CORSE ... 11th Jan. 09

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ZAFIRO	2540	R. Rodger	Manila	On 12th Sept., Noon.
RUBI	2540	R. W. Almond	Manila	On 19th Sept., Noon.

For Freight or Passage apply to

Hongkong, 31st August, 1908.

SHEWAN, TOMES & CO.,
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SHIPPING IN PORT.

STEAMERS.

ARANA, British str., 2,878, A. Bowden, 26th Aug.—New York 25th June, Petroleum— Standard Oil Co.	ALISACRAIE, British str., 2,166, A. D. Moody, 30th August—Barry Dock 14th July, Coal —Navy Department.	AMERICA MARU, Japanese str., 1,460, W. E. Filmer, 23rd August—San Francisco and Shanghai 26th August, Mails and General —Tokyo Kisen Kaisha.	ARNEL, British str., 2,433, Winsom, 24th August—Whampoa 23rd August, Ballast —Bradley & Co.	BOENKO, German str., 1,344, F. Sambill, 3rd September—Sundakan 29th Aug., General —Melchers & Co.	BOURBON, French str., 997, Le Bail, 6th Sept.— Saigon 2nd Sept., Divers—Chinese.	CAPRI, Italian str., 2,718, Pedane Domenico, 5th Sept.—Bombay and Singapore 30th Aug., General—Carlson & Co.	FILME, German str., 835, R. Wagner, 7th September—Labuan 1st September, Coal —Sander, Wieler & Co.	GERMANIA, German str., 1,713, H. Lorenzen, 3rd September—Bangkok and Amoy 2nd September, General—Jensen & Co.	HAILAN, French str., 477, O. A. Hogg, 31st August—Hohow 29th August, General— A. R. Marly.	HANOR, French str., 739, Panulir, 8th Sept.— Haiphong and Hohow 7th Sept., General —A. R. Marly.	HUICHOW, British str., 1,217, E. Forsyth 3rd Sept.—Weihaiwei 29th August, General— Butterfield & Swire.	ITHAKA, German str., 1,446, W. Vogeler, 2nd September—Chinkiang—27th August, General—Bangkok—America Line.	JOHN HADDIN, British str., 2,810, McMillan, 26th August—New York 19th June, Kerosine Oil—Standard Oil Co.	KAGA MARU, Japanese str., 6,301, G. S. Lp- rak, 6th Sept.—Yokohama and Shanghai 3rd Sept., General—Nippon Yusen Kaisha.	KOESCHANG, German str., 1,392, Goswisch, 4th September—Bangkok 29th Aug., Rice and General—Butterfield & Swire.	KWANGSIE, Chinese str., 1,485, R. Lincoln, 5th September—Shanghai 2nd September General—Chinese.	KWANGTAN, Chinese str., 1,538, Wm. H. Lunt, 30th Aug.—Shanghai 27th Aug., General —Chinese.	KWONGSANG, British str., 1,428, W. Palmer- Baker, 8th Sept.—Shanghai 3rd and Swatow 7th, General—Jardine, Matheson & Co.	LABETTES, British str., 1,342, Frampton, 5th September—Saigon 31st August, General —Chinese.	LAMINGTON, British str., 2,238, Macphail, 31st August—Hong Kong 29th August, Coal— Butterfield & Swire.	LAUSCHIAN, German str., 2,051, Sperling, 25th Aug.—Moji 17th Aug., Coal—Jensen & Co.	LENNOX, British str., 2,374, F. McNair, 24th August—Vancouver 27th July and Shang- hai 20th August, General—C. P. R. Co.	LIANGCHOW, British str., 1,215, H. Hardor, 4th Sept.—Ningbo 30th August, General— Butterfield & Swire.	LOCKSON, German str., 1,030, W. Taubert, 25th August—Bangkok 17th August, Rice— Butterfield & Swire.	LOOSOR, German str., 1,025, G. Schultzen, 8th September—Bangkok 31st August, Rice and Wood—Butterfield & Swire.	LOYAL, German str., 1,237, F. Natzius, 30th August—Bangkok and Kolschbang 22nd August, General—Sander, Wieler & Co.	MANILA, German str., 1,108, J. Minsson, 21st August—Sydney 30th July, General— Melchers & Co.	MARLBOROUGH, German str., 831, A. P. Uldernp, 8th September—Haiphong and Hohow 5th September, General—Jensen & Co.	MONTANES, American str., 211, C. Camus, 4th September—Manila 1st Sept., Ballast— Master.	PONGTONG, German str., 993, W. Botsfähr, 7th September—Bangkok 29th August, Rice, Salt and Wood—Butterfield & Swire.	QUARTA, German str., 1,882, H. Madsen, 15th Aug.—Pulo Putuk 9th Aug., Old Iron Tanks—Sander, Wieler & Co.	RAJAH, Norwegian str., 1,200, Augensen, 17th August—Rangoon 10th August, Timber— Wallon & Co.	REIDAR, Norwegian str., 2,278, Stangeby, 3rd September—Moji 28th August, Coal— Aagaard, Thoresen & Co.	RUBI, British str., 1,611, R. W. Almond, 7th September—Manila 3rd Sept.—Hemp- Shewan, Tomes & Co.	SIBERIA, American str., 5,655, A. Zeeder, 6th September—San Francisco 11th August, Mails and General—Pacific Mail S.S. Co.	SIGNAL, German str., 940, G. Schliakier, 8th Sept.—Swatow 7th Sept., General— Jensen & Co.	TOONAN, Chinese str., 942, A. A. Crawford, 8th September—Shanghai 4th Sept., General— Chinese.	YOCROW, British str., 1,208, Brown, 6th Sept.— Shanghai 2nd September, General— Butterfield & Swire.	ZAFIRO, British str., 1,619, R. Rodger, 31st August—Manila 28th August—Shewan, Tomes & Co.
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SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,988, James White, 18th Aug.—New York 26th April, Case Oil—Standard Oil Co.	JUTERPOLIS, British ship, 2,484, Stewart, 6th June—San Francisco 5th April, Case Oil— Standard Oil Co.	KING GEORGE, British ship, 2,057, Tucker, 2nd July—New York 12th March, Case Oil— Standard Oil Co.	MEN-OF-WAR ON THE CHINA AND JAPAN, STATION	AUSTRIAN. Kaiser Franz Josef I, Austrian cruiser, 4,803 Linienschiffkapitän Wilhelm Pachter Northern Waters	FRENCH. Acheron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class cruiser, 4,320 tons, 22 guns 5,100 h.p., Commander Fourrier, Saigon Alphonse, gunboat, 508 tons, 7 guns, 400 h.p. Commander Bodin, Saigon Argus, river gunboat, 180 tons, 6 guns, 370 h.p. Lieut. Audouard Belouette, gunboat, 170 tons, Reserve, Saigon Renner, gunboat, 140 tons, Reserve, Saigon Briar, armoured cruiser, 4,800 tons, 16 guns, 8,900 h.p., Capt. Rochas Cimetiere, gunboat, 140 tons, Reserve, Saigon Camille, gunboat, 500 tons, 6 guns, 500 h.p. Capt. L. Corval, Saigon Corvide, gunboat, 184 tons, Reserve, Saigon Dedide, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linars, Shanghai D'Entrecasteaux, 1st class armoured cruiser, 8,200 tons, 26 guns, 13,500 h.p., Captain Thibault, Shanghai Estos, gunboat, 141 tons, Reserve, Haiphong Burgon, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon
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